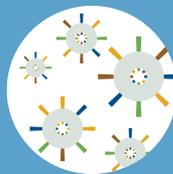
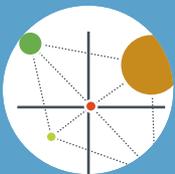




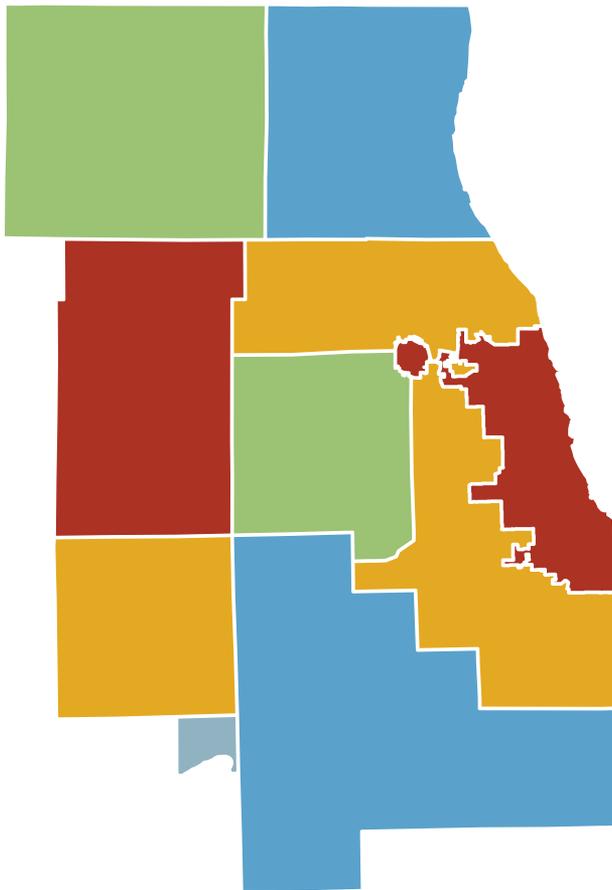
Agenda for the Illinois General Assembly, 98th Session



SUSTAINABLE FUNDING FOR COMPREHENSIVE REGIONAL PLANNING

In FY 2011, the State of Illinois commitment to effective planning in urban and rural areas statewide suffered a critical setback when the General Assembly dissolved the Comprehensive Regional Planning Fund. In addition to its support for planning in regions across the state, the fund had supported CMAP's important non-transportation work (e.g., housing, land use, water, natural resources, economic development, and more) and provided an essential match of our agency's federal transportation planning dollars. Although the Illinois Department of Transportation (IDOT) has stepped in to provide CMAP with replacement matching funds, this limits CMAP's ability to complete non-transportation work.

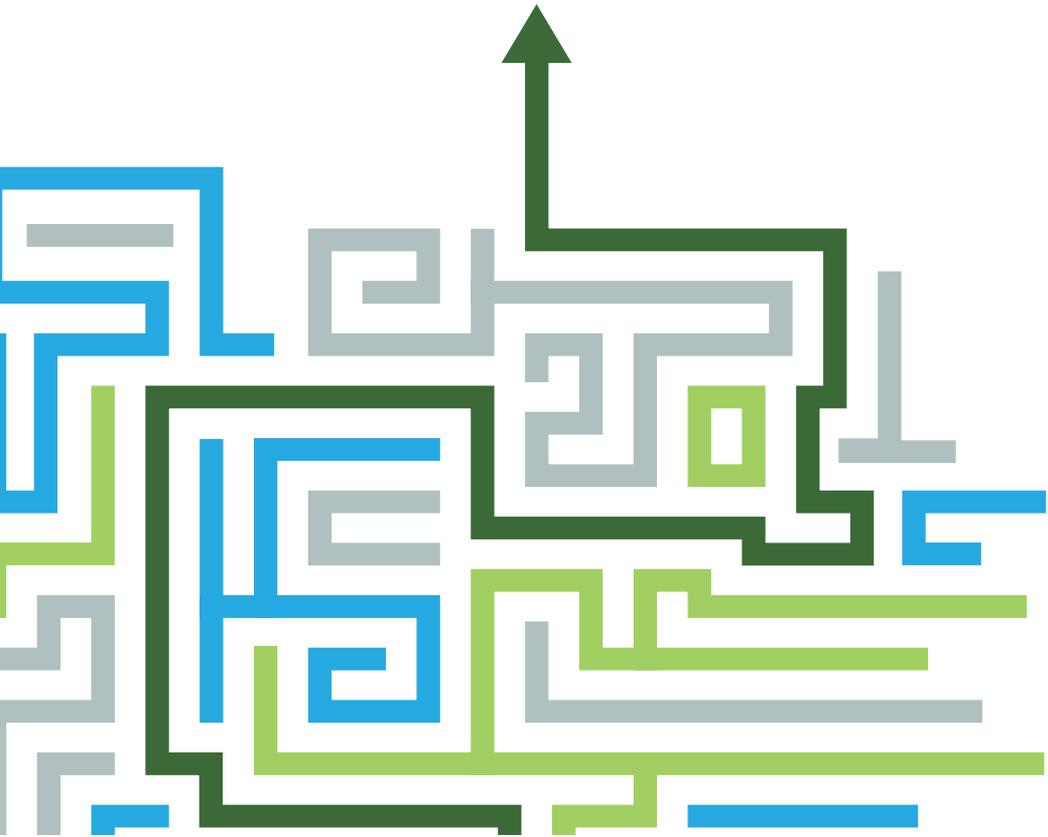
CMAP supports diversification of funding from the state with secure stable, dedicated non-transportation sources, in addition to a \$6 million appropriation under Metropolitan Planning and Research in the IDOT FY 2015 budget for metropolitan planning organizations (MPOs) statewide.



STEADY AND RELIABLE CAPITAL INVESTMENTS FOR TRANSPORTATION

Traditional state revenues for transportation — the motor fuel tax and vehicle registration fees — have lost significant purchasing power over the last 20 years, jeopardizing the safe and adequate maintenance of our highway system. The Chicago region's transit system also remains critically underfunded, with no stable source of non-federal capital funding. In recent months, transportation and business leaders across Illinois have begun the conversation about a potential new capital program and the need to increase revenues for transportation. Given the current lack of stable funding, the arbitrary "55/45 split" that directs only 45 percent of state highway funds to the Chicago region, and the lack of transparent project selection, CMAP believes that any new state capital program must be coupled with reform.

CMAP supports a new program that must: 1) be funded through new user-fee generated revenues; 2) move away from the 55/45 split and toward a performance-based funding system; and, 3) provide additional capital funding for both highways and transit. Not all new revenues should be used for debt service — some of the new revenue should have a "pay-as-you-go" element to stabilize the state road fund to pay for ongoing needs.



PERFORMANCE-BASED TRANSPORTATION FUNDING

CMAP recommends basing decisions about transportation funding on transparent evaluation criteria that use performance measures developed by the state, MPOs, and the Chicago region's transportation stakeholders. Since the adoption of GO TO 2040, CMAP staff has engaged state, regional, and local partners in multiple conversations about the benefits of a more transparent process for allocating scarce capital dollars. Furthermore, the MAP-21 federal transportation law signals a new emphasis on outcome-based performance measurement.

CMAP supports legislative initiatives that encourage IDOT to implement a transparent process of performance-based funding for the selection of transportation projects.



INNOVATIVE STRATEGIES TO MANAGE CONGESTION AND TO FUND CAPITAL PROJECTS

Consistently ranked as one of the most congested U.S. regions, metropolitan Chicago loses billions of dollars annually due to wasted time and fuel, decreased productivity, inefficient freight movements, and pollution. To improve traffic flow, the region needs to invest strategically in proven solutions such as congestion pricing, which creates express toll lanes with rates that rise at times when more drivers want to use the highway and fall when demand is low.

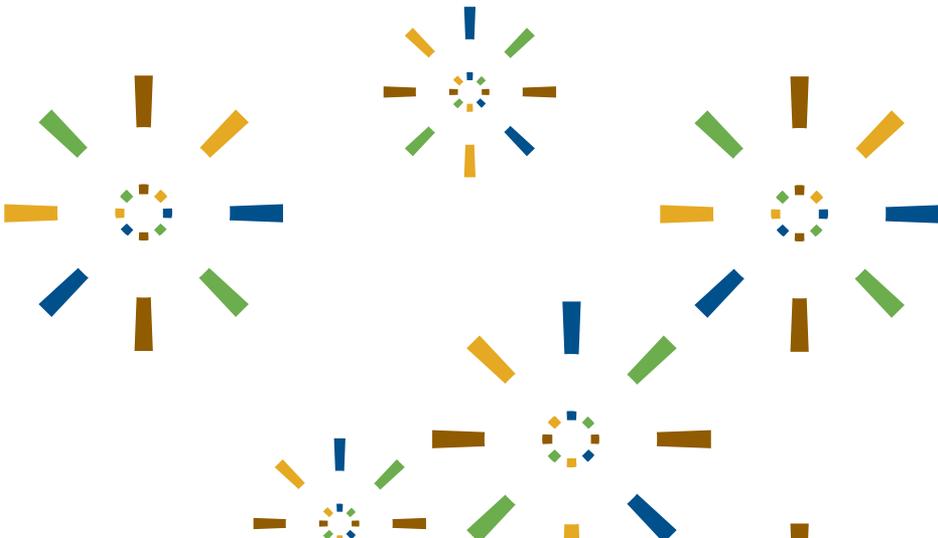
CMAP supports legislative initiatives that encourage IDOT and the Illinois Tollway to prioritize the implementation of congestion pricing on new highway capacity.

“Value capture” strategies have the potential to generate significant revenue for new transportation facilities. But to make value capture work in Illinois requires statutory changes — most significantly, to allow the creation of multijurisdictional districts to generate funding for transportation improvements.

CMAP supports legislative initiatives that enable the establishment of these districts, while also ensuring equity considerations for underlying jurisdictions and the region’s taxpayers.

Lastly, Illinois has begun to pursue Public-Private Partnerships (P3s) to help finance transportation facilities. CMAP supports the appropriate use of P3s, but also cautions that these arrangements must be handled with a high degree of transparency and care.

CMAP supports legislative initiatives that require increased transparency and safeguards to protect the State of Illinois from undue financial risk in P3 projects.



STATE TAX POLICY

The Chicago region's ability to make infrastructure and community investments recommended in GO TO 2040 is significantly shaped by fiscal and tax policy decisions made at the state level. CMAP is specifically interested in how tax policy influences the region's overall economy, including the commercial, industrial, and residential development of our communities. The upcoming expiration of the 2011 income tax rate increase may present an opportunity for a statewide conversation about comprehensive tax reform.

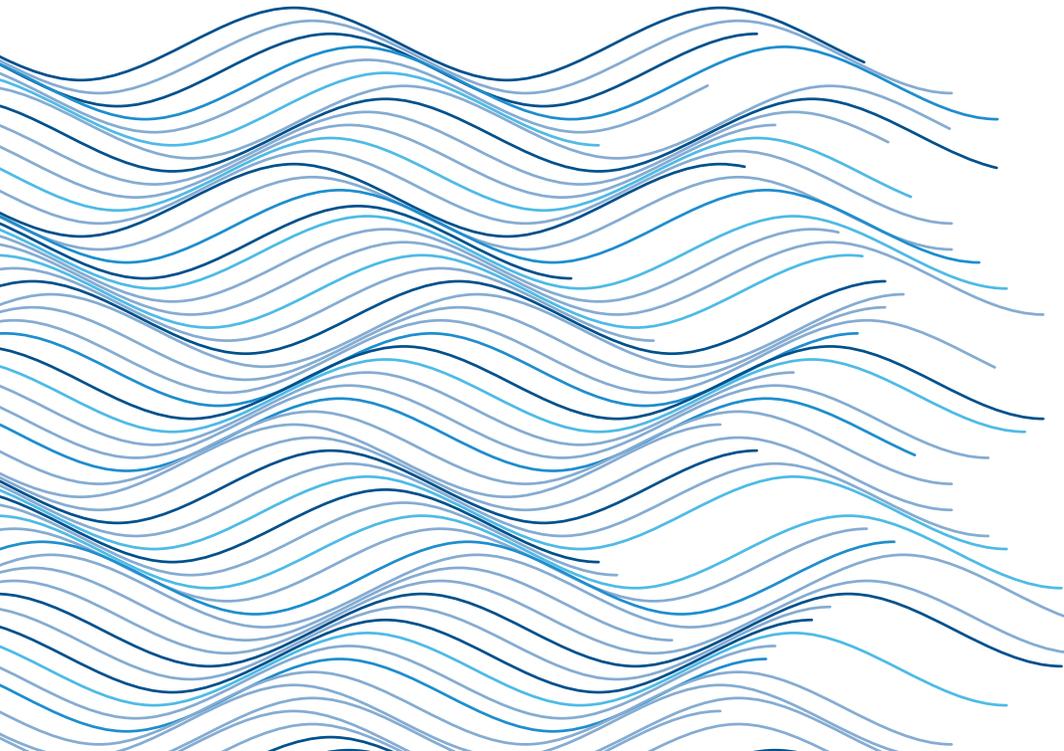
CMAP supports comprehensive reforms to state tax policy — including broadening the tax base — with a focus on lowering tax rates, encouraging effective local land use decisions, easing the intensity of intrastate and intraregional competition over economic development, and encouraging transparency and efficient governance.



WATER SUPPLY PLANNING & MANAGEMENT

CMAP's Water 2050 plan emphasizes the need for better management of our water resources. The state's Lake Michigan Water Allocation Program, which provides water for nearly 70 percent of residents in the region, is undergoing revisions that may require the Illinois Department of Natural Resources (IDNR) and its regional partners such as CMAP to provide technical assistance for communities to comply with the new allocation rules. Currently, the state does not have a dedicated revenue stream for water-related technical assistance or planning. New revenues for IDNR should be based on modest user fees, such as a small charge per 1,000 gallons used, that ultimately benefit those who pay the fee. With these new funds, the state could formalize water planning within IDNR, support regional planning groups such as CMAP, and dedicate a portion to the Illinois State Water Survey's Illinois Water Inventory Program (IWIP).

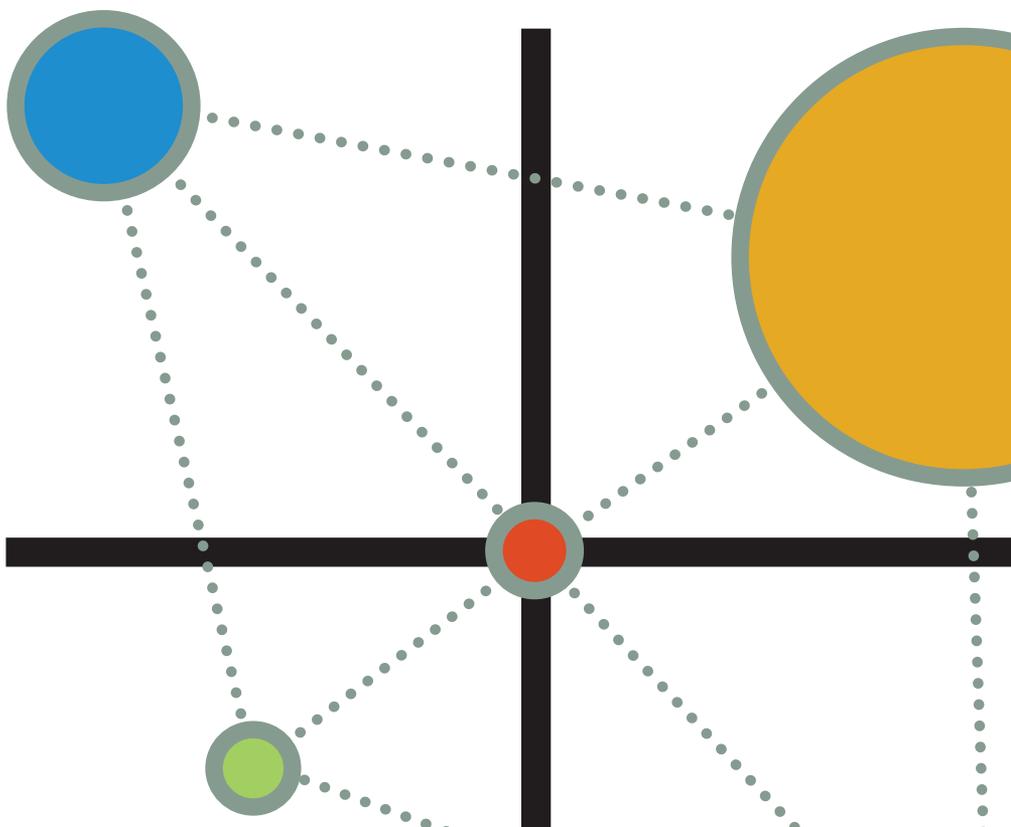
CMAP supports new, sustainable revenues to support state and regional water planning for IDNR, IWIP, and regional partners.



TRANSPARENCY AND ACCOUNTABILITY

Data and information sharing through transparent and open governance improves efficiency and accountability. As a public agency, CMAP relies on other agencies' data to complete its own work in planning and transportation programming. By sharing their data in a timely manner, usable format, and accessible location, units of government also communicate clearly how they make decisions to establish policies, prioritize projects, and administer funding. Improving this transparency is essential for understanding how government operates, and it will help policymakers at all levels of government make better and more informed decisions.

CMAP will develop and support legislation to increase data and information sharing by requiring agencies to make their program outcomes more transparent to the public.



ABOUT CMAP

The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 through state statute (70 ILCS 1707) and is the federally designated Metropolitan Planning Organization (MPO) for the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will. Its state and federal mandates require CMAP to conduct comprehensive regional planning, prioritize transportation investments, provide technical assistance for communities, and compile data resources that enhance decision making. CMAP developed and now guides implementation of the region's GO TO 2040 comprehensive plan, which was adopted unanimously in October 2010 by leaders from across the seven counties. To address anticipated population growth of more than 2 million new residents, GO TO 2040 is an innovative, policy-based plan that establishes coordinated strategies to help the region's 284 communities address transportation, economic development, open space, water, energy, housing, and other quality-of-life issues. In 2013, CMAP received the American Planning Association's first-ever National Planning Excellence Award for a Planning Agency.



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